Year	Air India	Indian Airlines
1999-2000	(37.63	51.42
2000-2001	(44.40)	(159.17)
2001-2002	2150	(199.35)
	(Budgeted)	(April to September 2001)

While Air India is expected to make profit this year after as gap of six years, Indian Airlines is able to contain its losses inspite of major cost increases in insurance premium, ATF prices, landing and navigational charges and poor tragic in the aftermath of terrorist attacks at Colombo in July 2001 and the incidents in US in September 2001.

(c) Air India has taken various steps to reduce the operational cost, which include:— (i) withdrawing of capacity from inherently loss making routes and redeploying it on more profitable routes; (ii) maximising the utilisation of the fleet within the constraints of pilot availability; (iii) dry leasing of aircraft to augment capacity; (iv) improvement in inflight service; (v) introduction of e-marketing effective January 2002 to enable passengers to make on-line bookings through the net; (vi) reduction in staff strength in India and abroad and (vii) abolition of several posts of India based officers abroad in the various departments.

Indian Airlines has taken following steps to improve revenue and contain operational costs; (i) Ban on direct recruitment from outside other than critical areas like Operations and Engineering; (ii) Route rationalization and deployment of aircraft based on market requirements; (iii) Introduction of market responsive flexi fare policy; (iv) Innovative market strategies, (v) Acquisition of aircraft on lease to replace aging aircraft/augmentation ot capacity; (vi) Improvement in the quality of product/customer services and (vii) Cost Control and Economy Measures.

Modernisation of Ludhiana Airport

470. SHRIMATI GURCHARAN KAUR: SHRI LAJPAT RAI:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) what are the ongoing projects for modernisation of airports;

(b) what are the other projects proposed to be undertaken during the next financial year; and

(c) by when the Ludhiana Airport (Sahnewal) is likely to be upgraded and modernised and the details of the scheme drawn in this regard?

THE MINISTER OF CIVIL AVIATION (SHRI SYED SHAHNAWAZ HUSSAIN): (a) the ongoing project for modernisation of airports are as under:—

Strengthening of runway for ATR-72 operations and construction of new taxiway, apron, drain and boundary wall etc. at Rajamundry in Andhra Pradesh; construction of boundary wall at Gaya in Bihar; construction of new terminal building at Lilabari, strengthening of apron, taxiway and provision of shoulders at Silchar and construction of boundary wall around newly acquired land and construction of perimeter road at Guwahati in Assam; construction of isolation bay and parallel taxiway with rapid exit taxiway at Ahmedabad, construction of new fire station at Bhavnagar, strengthening and recarpeting of apron, taxiway and provision of shoulder at civil enclave at Jamnagar and construction of new terminal building, apron and taxiway at Porbandar in Gujarat; extension of runway, taxiway and construction of apron, new terminal building, car park and operational wall at Kangra and recarpeting of runway at Shimla in Himachal Pradesh; strengthening/extension of runway at Jammu, construction of new airport including runway, taxiway, terminal building and other works at Kargil and construction of new apron at-Leh in Jammu and Kashmir; erosion control measures at Ranchi in Jharkhand; resurfacing of runway and construction of isolation bay, apron and link taxiway at Imphal in Manipur; Construction of boundary wall at shillong in Meghalaya; strengthening of apron and part of secondary runway and construction of new taxiway at Nagpur in Maharashtra; construction of new terminal building at Jabalpur and extension of car park including electrical work at Indore in Madhya Pradesh; resurfacing of runway and allied works at Dimapur in Nagaland; development of new civil enclave at Pathankot in Punjab; extension of ruway and construction of technical block cum control tower and fire station at Jaipur in Rajasthan; extension of terminal building and providing air conditioning for entire terminal building acquisition of land, extension of runway, construction of isolation bay and perimeter road at Agartala inTriupura; resurfacing of taxiway, extension of apron, construction of isolation bay, strengthening/extension of runway at Lucknow in Uttar Pradesh and recarpeting of runway at Dehradun in Uttaranchal; extension of apron and widening of taxiway at Bagdogra in West Bengal.

(b) Major new projects proposed to be taken up within the next financial year *i.e.* 2002-2003 are as under:—

Development of airport for AB-320 operations at Dehradun, extension

of one end of runway towards riverside at Jammu, construction of new civil enclave at Jaisalmer, extension of runway and expansion/modification of terminal building at Khajuraho, extension of runway, river training work and construction of new terminal building for 100 passengers at Kullu, construction of technical block cum control tower at Lucknow, extension of terminal building at Srinagar, construction of new terminal building complex and associated works at Udaipur, construction of terminal building complex at Varanasi, construction of new terminal building complex for 500 passengers and fire station at Gaya.

Construction of a new civil enclave at Pumea, extension of apron and new link taxiway at Port Blair, construction of new domestic departure lounge, new fire station and M.T. Pool and new international cargo complex at Ahmedabad, strengthening/extension of runway and construction of new terminal building complex at Aurangabad, strengthening/extension of runway at Bhavnagar, Indore, Hyderabad, Madurai andTrichy, construction of new technica" block cum control tower at Nagpur. expansion and.modification of international terminal building at Calicut and construction of new terminal building, control tower and fire station at Agatti, construction of new runway and associated facilities at Mangalore and Vizag, extension of runway at Vijayawada and Silchar. construction of new terminal building for 400 passengers and extensions of runways and allied works at Dibrugarh, installation of Instrument Landing System (ILS) and removal of obstructions Dimapur, extension of runway for B-747 operations, allied works, provision of 2 aerobridges and construction of canopy at terminal building on city side at Guwahati and installation of ILS including acquisition of land at Lilabari.

(c) There is no plan to upgrade and modernise the airport at Ludhiana du^ to land constraints and obstructions around it, and insufficient traffic potential

Fire at Santa Cruz Airport, Mumbai 471.

SHRI RAJNATH SINGH SURYA:

SHRIMATI VANGA GEETHA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that a major fire broke out at Santa Cruz airport Mumbai recently;

(b) if so, the details of the damage done due to it;

(c) whether any enquiry has been ordered to investigate the cause;

(d) if so, by when the report will be submitted; and

(e) what steps have been taken to prevent such fire in future?